

VALUE OF THE AIRSHIP TO EXPLORER OF FUTURE

Flying Machine Third Most Important Discovery in Behalf of Geographic Development.

O. P. Austin, Expert Statistician, Delivers Lecture on Opportunities for Detailed Study of Earth.

O. P. Austin, secretary of the National Geographic Society, delivered an address before the members of the organization yesterday afternoon, which was repeated last night, at the New Masonic Temple, in which he declared that the aeroplane will be of the greatest use of the explorer of the future. Mr. Austin, an expert in statistics and a former government official, is now connected with one of the largest of the banks of New York city. He has made a study of aeronautics, and told his auditors he believes the flying machine to be the third most important discovery in behalf of geographic exploration and development, the compass and the steam engine being the first two.

Growth in Population.

After pointing out that the population of the earth has doubled in the last century and the necessity for cultivating the great unoccupied spaces of the earth, and telling something of the unexplored regions, Mr. Austin said there still remain great opportunities for the explorer, especially for those desiring to make detailed studies. "For this work," he said, "the flying machine offers new and hitherto undreamed-of facilities—facilities which will give us for the unexplored regions on land the detailed information which the steamship gave for the distant corners of the oceans. Who would have believed a decade ago that the flying machine, the heavier-than-air flying machine, the biplane or monoplane, would fly over all the mountain ranges of Europe, that it would travel from London to Paris and return in half the time of the fastest express train; that it would cross the Mediterranean in an afternoon, and that it would be carrying mails and light freights across the Atlantic ocean, they have now become a reality. The flying machine has been developed which would carry not merely two or three, but eight, ten, and even sixteen passengers, that a machine would be so adjusted that it could start from either land or water, continue its flight for twenty-four hours and travel more than 1,000 miles before again touching terra firma, that could rise to a height of more than five miles above the earth's surface and return to the very spot whence it started, and that it could fly back and forth over lines of great armies and navies, dropping instruments of death and destruction, and returning at a speed of 120 miles an hour, bring accurate reports of conditions in the territory which it covered."

Developments in the Year 1914.

"Yet, all these things were done in the year 1914, and are being repeated over and over again in 1915. As for the lighter air machines, the great dirigible balloons, they have shown their ability to travel in the face of adverse winds, to make continuous flights of 800 miles, to carry more than thirty passengers in a voyage of hundreds of miles, to communicate during flight by wireless telegraph with other flying machines or distant stations on the earth's surface, and to obtain accurate and detailed photographs of the areas over which they fly.

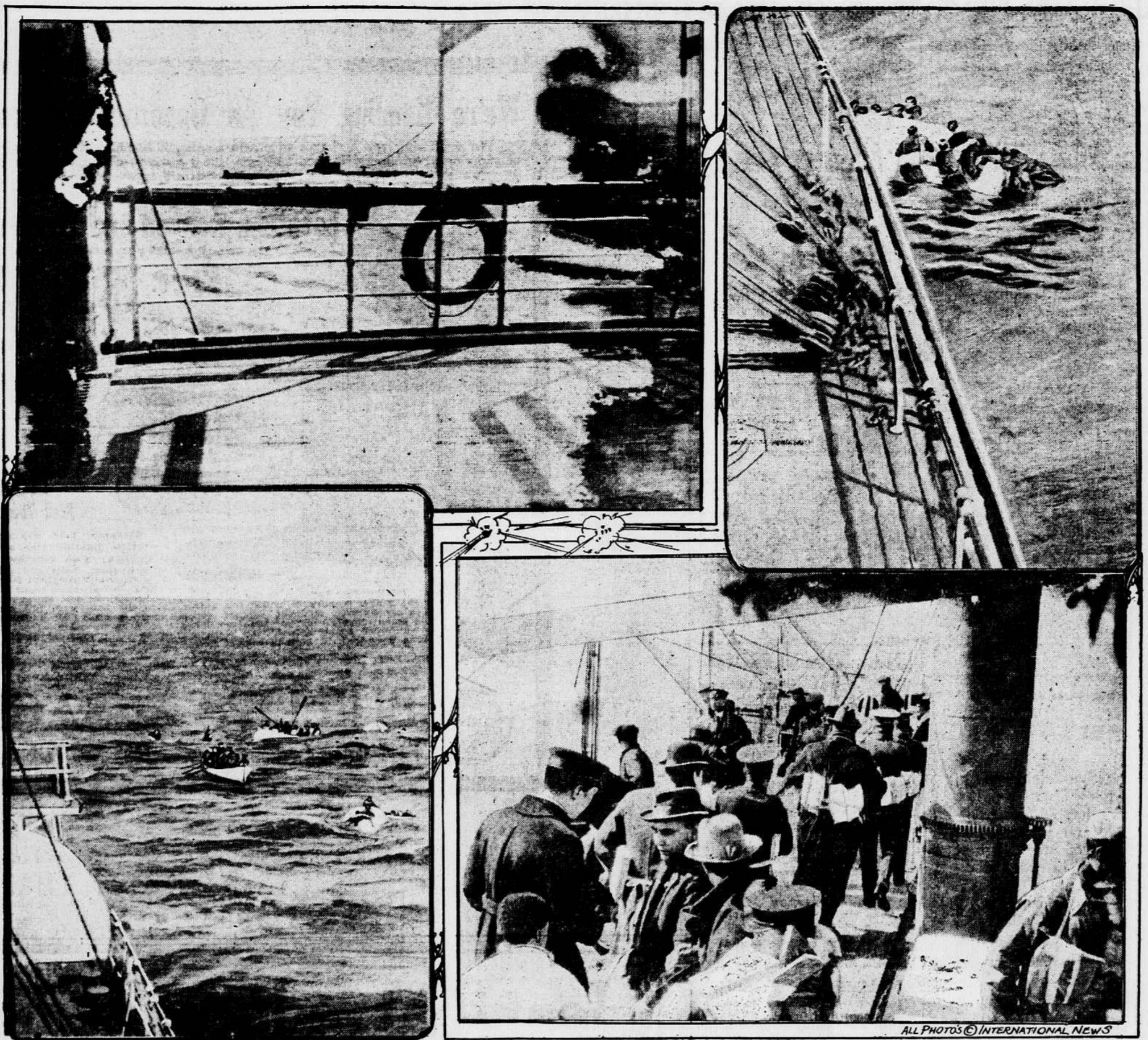
"These are a few of the wonderful things that the flying machine has accomplished, and all in the twentieth century. "When the war began in August each of the governments gave every possible attention to its supply of machines, and before the end of 1914 the number of flying machines in actual use by the eight nations engaged in war was estimated at over 5,000, of which probably 1,000 were French, while England, Russia and Germany had about 1,000 each, and Austria 350.

Practical and Manageable.

"Of the work of these machines you are reading daily. I need not quote their exploits to prove what an entirely practical and manageable thing the aeroplane has become. When we read of the recent flight of thirty-four aeroplanes which flew across the British channel, and calmly returned to England; of the battles in the air between representatives of the warring nations; of the fleets of aeroplanes constantly patrolling above the great cities and the various army headquarters, we need not doubt the practicability of the flying machine for detailed studies in peaceful areas. An illustration of the high quality of the modern machine is found in the fact that one aeroplane recently sent to the repair shop in the European war zone showed that it had traveled 11,000 miles, had been struck by 180 rifle balls, had 25 wires cut and 2 propellers shot away and holes torn in both wings by shell explosions before yielding to the shrapnel burst which sent it to the earth and there to the hospital.

"Photography is to become an important aid in geographic studies from the flying machine. The explorer may, if he chooses, carry an ordinary camera and take snap shots of such objects beneath him as he may desire in making his flight over the country. If he wants a continuous view of the area over which he is passing he attaches to his machine a motion picture camera, which photographs on its rapidly moving film a continuous picture of the earth below. This is the most ingenious method in the photographic camera which is a combination of cameras so grouped that a very large area may be instantly and accurately photographed from a flying machine. Those who have traveled in the air are constantly impressed by the map-like appearance of the earth over which they pass, and in order to record and retain this map-like view the aerophotographic camera, with one lens pointed straight down directly downward to the earth and surrounded by a ring of cameras inclined outward and photographing the areas surrounding that taken by the central lens.

REMARKABLE PHOTOGRAPHS SHOW ATTACK BY SUBMARINE ON THE STEAMSHIP FALABA IN ST. GEORGES CHANNEL



Upper left—The German submarine seen from the deck of the Falaba. Upper right—Photograph taken a few minutes after the Falaba had been struck by the torpedo. The explosion caused the overturning of the life boat, and passengers are shown clinging to the upturned boat. Lower left—After being lowered, two of the Falaba's boats turned turtle and the people were thrown into the water. There were a number of deaths from exposure. Lower right—Scene on board the Falaba a few minutes before the German submarine fired its torpedo. Passengers, wearing their life belts, waiting to be taken off by boats.

The nature of the submarine attack on the Falaba, which was torpedoed in St. Georges channel, is brought home by these remarkable photographs, taken from the deck of the torpedoed vessel by an Englishman. One picture shows the lifeboat which capsized when the torpedo struck the Falaba, with the passengers in the water struggling to reach its upturned bottom, one of them being a woman, who had just secured a precarious grip on the keel.

Another photograph shows two boats afloat and crowded with survivors. Two boats capsized and drowning men are seen in the rough sea, one of them apparently throwing his arms up in the final death struggle. The way the pictures were taken is romance in itself. The photographer went aboard the torpedoed Falaba, camera in hand, snapping pictures here and there, oblivious of danger. He helped to lower the boats, gave one man his life belt, did his best to soothe the women and cheer some of the men, and when there was a moment to spare, took photographs. At the last minute, when the Falaba was over her funnels almost level with the water, he thought it time to quit; so, with his camera in the pocket of his mackintosh, he dropped over the side into the sea and struck out.

He was an hour in the sea before being rescued, part of the time clinging to a plank with another man. Only by the merest chance was he washed up against the side of the trawler Ellen Emma. He was hauled aboard in a semi-conscious condition. When revived on board the Ellen Emma he felt in the pocket of his mackintosh and found the camera was still there. Although the leather of the camera was all peeled off, the roll of exposed films, by some fortunate chance, was dry and uninjured.

Angle of Vision Enlarged. "This combination greatly enlarges the angle of vision and the area which may be covered at a single exposure. The views, if taken at an elevation of 3,000 feet, cover an area of thirty-two square miles, and if taken at an elevation of 6,000 feet, cover an area of 128 square miles, and if the telephoto lens is used, sharp and effective views may be had at an elevation much greater than 6,000 feet. While the photographs taken by the outer circle of cameras are somewhat distorted by reason of the angle at which they are taken, an accompanying instrument, the "photoperspective" reproduces them in the proper proportions, so that they may be joined to the picture taken by the central camera, and present a complete view of the entire area covered by the group of cameras.

"When it is realized that man may now pass over the earth's surface at the speed of an express train, directing his course and determining his elevation as he may choose, and accurately photograph great areas of the surface over which he is passing, the possibilities of the flying machine, combined with the aerophotographic camera, will be apparent. Estimates made by the inventor of this camera of the cost of an aerophotographic camera indicated that the camera made at about 2 per cent of the cost and in less than 2 per cent of the time required for the survey by the usual methods, while another advantage is found in the fact that actual photographic view of the entire area would be of great value in determining its productive possibilities."

ATHENEUM TO ENTERTAIN. Secretary Bryan and Others to Deliver Addresses Wednesday Evening. Secretary Bryan, the minister from Cuba, Senor Céspedes, and Bishop Charles Warren Currier, president, will deliver addresses at an entertainment to be held by the Spanish-American Atheneum, in the Hotel Powhatan Wednesday evening at 8 o'clock. Mrs. Jennie Ottenberg Berliner, secretary of the organization, is also expected to tell briefly of the work of the atheneum.

The program includes the following numbers: Piano solo, "Cachucha Caprice," by Raff, Senorita Estrella Amores; Spanish dance, Senorita Ramona Lefevre; vocal solo, "Himno Nacional Cubano," Mr. Newton W. Preston; vocal solo, Spanish song, Mrs. Selma Selinger Danforth, accompanied by Lillian Spoor; piano solo, Spanish melodies, Senor Don Jose Salcedo.

Passports Needed in Hongkong. Authorities at Hongkong require all persons passing through that colony to show passports, the State Department has been informed by the American consul general there. A contrary impression had prevailed among American tourists, it was said, and the result has been to cause them inconvenience.

Body of Walter V. Moran Found in the Anacostia River. Walter V. Moran, twenty-one years old, formerly employed in the National Metropolitan Bank, who disappeared from his home at 1332 Park road last February 17, committed suicide by jumping overboard, as he wrote his brother he would do. His body was found floating in Anacostia river opposite Dupont circle, yesterday afternoon about 4 o'clock. The police of the harbor precinct found the body while passing near it. It was fully identified and turned over to an undertaker. Coroner Nevitt made an investigation and gave a certificate of suicide.

Carries Out Suicide Threat. Moran resigned his position in the bank some time before he made known his intention to commit suicide. In the note he wrote his brother no reason was assigned for the act he contemplated. He was a son of the late E. French Moran, who was connected with the National Metropolitan Bank many years ago.

Indicted on Other Charges. Thomas Lee Woolwine, district attorney, subsequently issued a statement in which he said that although Miss Despartie's charge that Sebastian had taken her and the Livingston girl to various resorts in a police automobile was responsible for the grand jury's original investigation, the police chief had been indicted on charges of kidnapping, the Despartie girl's statement was evidence that he was the victim of a political conspiracy designed to prevent his election as mayor of Los Angeles.

SOON TO ASSUME DUTIES. Dr. E. Lester Jones Will Head Coast and Geodetic Survey. Dr. E. Lester Jones, deputy commissioner of fisheries, who has been named as director of the coast and geodetic survey, will assume his new duties Thursday. He will take the oath of office at 11 o'clock that morning at the coast and geodetic survey offices. The oath will be administered by Justice McCoy of the Supreme Court of the District of Columbia, in the presence of Secretary Redfield and Assistant Secretary Sweet of the Department of Commerce, as well as many other officials of the department and its bureaus.

Girl Admits She Aided in "Framing" Charges. Tells Court in Los Angeles Detective "Coached" Her to Disgrace Chief of Police.

Head of Southern Party, Dr. Rudolph M. Anderson, Writes to His Wife in Louisiana. The southern party of the Canadian Arctic expedition is safe, according to letters received here yesterday by Mrs. R. M. Anderson from her husband, Dr. Rudolph M. Anderson, who is in charge of the party. The letters were written from Herschel Island September 13, 1914.

Became Conscience Stricken. She added that she had told the detective she "wouldn't do it for nothing," but had consented when her terms had been met. She said she later had become conscience stricken and wanted to "get it off her soul."

Knights of Sir Godfrey, Study Class, Hold Annual Meeting. Addresses and the election of officers were features of a banquet that marked the close of the ninth year of the Knights of Sir Godfrey, a mission study class connected with the Y. M. C. A., held last evening in the association building. Gordon Leech, past president, presided.

Mrs. Leslie Carter at Keith's. Mrs. Leslie Carter, who has entered vaudeville for a limited tour, will appear next week at the B. F. Keith Theater for the first time at less than the high-price scale. Mrs. Carter scored with New York vaudeville audiences in her own adaptation of "Zaza," by David Belasco. In the tabloid, the fourth, or renunciation act of the original play, furnishes splendid opportunity for the display of Mrs. Carter's powers. She is supported by Hamilton Revelle, who played the original Cosse; William Lorenz, who first played Cascart, and by Miss Dolara Belasco. Surrounding Mrs. Carter's star line feature will be Rooney and Bent, in "Twenty Minutes with Pat and Marion"; the Misses Campbell, in their southern drawing-room interlude, "At Home"; Will Rogers, lariat king and cowboy humorist; "Baby" Helen, "Tango Shoes," Papifax and Panto, the "Humpest Bumpstis"; Ameta, Parisian mirror dancer; the pipe organ recitals and the Pathe weekly news pictorial.

Rabbi to Install Officers. Officers of the Junior League are to be installed at a meeting tomorrow by Dr. Abram Simon at Flynn's Hall, 8th and K streets northwest. They are: President, Max M. Minkowsky; vice president, Charles Seigel; recording secretary, Besio Segal; financial secretary, Annie Dick; treasurer, Rose Wolf, and assistant secretary, Annie Sheer.

IMPORTERS TO GET AID OF STATE DEPARTMENT

To Act: Unofficially in Obtaining Goods Purchased Prior to March 1.

American merchants and importers have been requested by the State Department to send in to the British embassy proofs that goods purchased in Germany and now in transit to the United States were paid for before March 1.

Assurances have been given by the British embassy that on the production of such proof goods will not be interfered with by the allied warships. Robert H. Rose and William B. Flemming, foreign trade advisers of the department, are handling this business. They are acting unofficially, since they cannot commit the government to any recognition of the legality of the British blockade in council, but their informal co-operation has been accepted by the embassy officials.

Release of Goods Expected. It is understood that vast quantities of merchandise, including the dyes-stuffs for lack of which American textile factories are on the verge of shutting down, will be released for shipment as soon as the proofs of their purchase before March 1 are submitted. The letter of the foreign trade advisers says:

"While the government of the United States cannot in any way lend its aid to non-contributing goods, especially from neutral ports, the office of the foreign trade advisers of the department will aid informally American importers who desire to present proof of ownership of American goods in Germany, for which American importers have made payment prior to March 1, 1915.

Form of Proof Suggested. "You are, therefore, advised that if you desire to submit proofs of your ownership of goods, paid for before March 1, for examination by the British embassy, you may forward such evidence as you have to the foreign trade advisers of the Department of State."

The letter suggested that the evidence of ownership and payment include: "A history of the case, showing dates of payment, nature of the goods bought, location of goods at the present date when they reached their present location, name of steamer on which it is desired to ship such goods, date of sailing of such steamer, and all further information pertaining to origin, payment and shipment of goods in your possession."

Folk Praises President. Places Wilson on Same Plane as Washington and Lincoln. Placing Woodrow Wilson, President of the United States, on the same plane with Washington and Lincoln, Joseph W. Folk, addressing the members of the Omo class of the Hawthood Park M. E. Church last night, declared that future historians will give President Wilson a rank equal to that of the nation's two great chief executives, the father of his country, and the savior of the nation. The occasion was the annual banquet of the class. Mr. Folk said in part:

"Washington fought to give us this nation, guaranteeing rights to all citizens never obtained or exercised by any other people; Lincoln preserved the nation as a government of the people, by the people, for the people; Wilson has applied the ideals of Washington and Lincoln to the problems of today and has altered the ship of state from a stormy vessel into a peaceful harbor. As Washington fought against oppression and Lincoln saved the nation from civil war, so Wilson is striking the chains of bondage from the average man to the end that each man shall have the chance in life's battle that belongs to each."

August Schvan to Speak. Swedish Diplomat to Talk at Women's Gathering on Peace. August Schvan is scheduled to address a gathering of women at the home of Mrs. William Kent Tuesday afternoon at 4 o'clock on "Permanent Peace." Mr. Schvan was formerly secretary to the Swedish legation at Petrograd, and was for five years private secretary to the minister of foreign affairs in Stockholm. He was also chamberlain to the king and introducer of foreign ambassadors to the royal court.

Hardwick at Georgia Home-Coming. Senator Thomas W. Hardwick, one of the democrats who opposed the administration ship purchase bill, is scheduled to be one of the speakers at the Columbus (Ga.) home-coming, April 14-17. Other speakers will be Representative W. C. Adamson of Georgia, chairman of the interstate and foreign commerce committee, and Representative Heflin of Alabama.

Money Plentiful and Cheap. "Money is plentiful and cheap. Call loans are at 2 per cent in New York. Exports are booming. Crops are good. Many lines of industry are above normal in their activities."

BABY IS BADLY BURNED. Physicians at Hospital Fear That Josephine Mancuso Will Die. A certain came in contact with a lighted gas jet in the house of Louis Mancuso, 733 1st street northwest last night shortly after 7 o'clock, and the flames were quickly communicated to the clothing of Josephine, the seven-month-old daughter of the occupants of the house.

Physicians at Hospital Fear That Josephine Mancuso Will Die. The child was so severely burned that physicians of course, are benefited by the war in Europe. Many more will be benefited by its end, when the end comes. Even the steel mills, and the over time on war orders, will and an increased domestic demand—an accumulated demand because of orders unfilled now.

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FINAL ORDERS ISSUED INTERNING THE EITEL

Secretary Daniels States Conditions, Based on President's Proclamation of Neutrality.

Final instructions for the internment of the German auxiliary cruiser Prinz Eitel Friedrich have been issued to the commandant of the Norfolk navy yard by Secretary Daniels, covering the parole of officers and men, as follows: "Upon arrival of Prinz Eitel at yard, address letter to captain, stating conditions of internment based on President's proclamation of neutrality and request his written acceptance of terms. Propelling machinery and armament should be disabled by removal of parts that will render inoperative. Radio should be dismantled and not operated during internment. Captain should give pledge for himself, officers and crew not to commit any unauthorized act, and not to leave limits prescribed in paroles. Officers and crew to be domiciled on ship.

Parole of the Officers. "Grant permission to captain and officers to visit Norfolk, Portsmouth, Newport News and Old Point at will on general parole, also give them permission to proceed to cities outside those limits on temporary leave on special request in each case. Authorize commanding officer to send ashore limited liberty parties of crew at your discretion, giving his parole for return of party in each case.

Limits of liberty for crew to be Portsmouth, Norfolk, Newport News and Old Point. For officers and crew consider Norfolk to include Virginia Beach and other shore resorts."

Arrivals. United States Army engineer service steamer Castle, from an inspection cruise to the lower Potomac and along the western shore of Chesapeake bay, schooner S. L. Bowen, at 11th street wharf from Nanjemoy creek with cord wood for J. H. Carter & Co.; schooner J. R. Dixon, outers from the Ragged point beds, at 11th street wharf for the market here; schooner Mildred, from St. Marys river with cord wood for L. A. Clarke & Son; steamer Southland, from Norfolk and Old Point; steamer Frederick H. Barry, from Maryland; schooner S. C. Kirk and powder boats Virginia, shad and herring from nets in the mouth of the river, at 11th street wharf for the market; schooner Orbit, from Nanjemoy creek and Silver Star, from Virginia landings, at 10th street wharf with wood for Clarke & Son; schooner Landolt, an Eastern branch, from Maryland; schooner Quiktime and Edna Cox, at 11th street wharf with oysters for the market.

Departures. Schooner Oscar, for Alexandria to unload pulp wood for West Virginia paper-making plants; schooner Earl Biscoe, light, for Maryland point to load lumber or cord wood back to this city; schooner Elizabeth Carter, light, for a lower river landing to load back to this city; schooner Beattie Ford, light, from the Eastern branch for Riverside after cord wood for local dealers; boats Golden Light and Anna L., from Alexandria for Marshall Hall to load Potomac point after oysters for the market here; schooner Klondyke, from Alexandria for Marshall Hall to load and return; steamer Northland, for Old Point and Norfolk; steamer Wake-Potomac landings to Nominie creek.

Tugs and Tows. Tug James O. Carter left towing schooner Mabel and Ruth to Glymont en route to Baltimore and Newbern, N. C.; tug Louise arrived from Occoquan with brick-laden lighters in tow for the District; tug Edith G. Winship arrived at Potomac point; schooner coal boats for canal points; tug Walter F. Meade left with lighters for sand-digging in the Potomac; tug Captain T. J. Tug arrived in the Eastern branch from Broad creek with lighter.

Memoranda. Schooner Fannie H. Stewart is chartered to load railroad ties on the Potomac for Philadelphia on account of local dealers; schooner S. L. Bowen will return to Maryland point to load cord wood for the market here; schooner J. F. Robinson will load lumber at Alexandria for Upper Machodoc creek; schooner Alma Stubbs is at Love Point, Md., with railroad ties from a lower Potomac point; schooner Centurian is loading at a lower Potomac point for Baltimore; schooner Mary A. Shea has arrived in Aquia creek from this city to load cord wood to return.

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